



TOPOGRAPHY

All roads look alike to the motorist who uses Polarine. "Stands up" in hot summer weather. The one lubricant for all motors.

LOOK for THIS SIGN

STANDARD OIL CO. OF N.Y.

The H-A-L and Briarcliff Afford a Wonderful Day

138 Miles Through Country of Exceptional Beauty and Interest.

The Performance of the Car, the Trip and the All-'Round Good Time Made the Day One Never To Be Forgotten—Glorious Country.

By M. L. ELSASSER.

When a big, twelve-cylinder H-A-L takes you through 138 miles of some of the most beautiful country in New York, with a rest at Briarcliff Lodge, that is the sort of day that speaks for itself. There is so much pleasure crowded into those few hours that when you start to tell of it you hardly know where to begin and where to stop. It was certainly a wise selection when Briarcliff and the country beyond it were suggested for our day's destination.

It was just 10:30 Tuesday morning when we left the Hollander-Randall salesrooms, at 1744 Broadway. You surely remember how hot it was Tuesday. Even when we swung into Central Park and followed Central Parkway over to Riverside Drive the heat was still intense, even though we were making good time. The car was already proving the sort of things it does. When road construction work made us turn up 152d Street before the car had a chance to get a running start, we expected that the hill would surely force us into a lower speed, but the H-A-L went right up it on high.

Making a little side trip, after having followed Riverside Drive to Lafayette Boulevard, to Broadway, we turned to the left up 230th Street, for the driver wanted to show us Spuyten Duyvil. Incidentally, we made the riverside hill on high, too. Just up the hill, we were immediately in beautiful country. The first cool breeze we had felt that day blew out of the fern carpeted woods. The view we had when we reached the bank of the Spuyten Duyvil more than justified the little time it had taken us to get there.

Clean Cut Action of the Car.

But we hurried on through Van Cortlandt Park, past the almost deserted golf links and over the flower-bordered paths, back again to Broadway. Even in this short time we were completely won over to the H-A-L. In every emergency its action was so clean cut. It was so flexible and still so powerful. There were only three of us in the big seven-passenger car, but that made no difference in its easy riding qualities. We simply sank back into the cushions—these have rare comfort—and the semi-elliptical springs saved us from all shock as we hit occasional ruts. The engine seemed alive, capable in every instance. It would throttle down to nearly one mile an hour in traffic, or, again, it would shoot great speed if there were a convenient stretch of good road.

On through Yonkers, past Billie Burke's home, on the Albany Post Road; through Dobbs Ferry and Irvington, still following the Albany Post Road, we came to Tarrytown. Just beyond Tarrytown was Briarcliff Manor.

As soon as we turned into the drive we began to climb the steady ascent that led to the Lodge. And the grade is not an easy one. We expected to see the driver drop into second, but instead he picked up to 35 miles an hour, swinging right up to the top of the hill on high.

At Briarcliff.

We were at Briarcliff. Right at the crest of the hills, commanding a wonderful outlook in every direction, it makes an ideal place to rest and to have lunch. It was just 12:25 when we arrived, so we had half an hour to spend before lunch was served. To better enjoy the view we went up on the tower roof. In the one direction the Hudson was winding its way between its wood covered banks. On the other were the rolling green hills. Below, in the valley, was the little Briarcliff village.

The sun was too bright for us to stay long here, however, so we went down to investigate the other interesting points of the Lodge. There was the quaint little Japanese tea room to be inspected, the spacious ball rooms, the sun parlors and per-

Packard Announces New Series

The Packard Motor Car Company has announced its second series of 12-cylinder motor cars, following the delivery in the last year of nearly 8,000 Twin Sixes and their successful operation in the hands of owners. The company also announces that, although the last season's output was nearly three times as great as that of the previous year, a further substantial increase in production will be made in the next twelve months.

The new model cars are built considerably lower than any previous Packard cars, the chassis alone being approximately two inches lower. This has been made possible by using 35 by 5 inch tires on all four wheels, by flattening the rear springs and by the lowering of the spring pad on the front axle, thus bringing the running boards to sixteen inches from the ground. This lower construction greatly improves the appearance of the cars. There is an entirely new body, a very neat four-passenger runabout. In this newest Packard body there are individual front seats, with a passage-way between. A new type of upholstery springs is used, making it possible to lower all seats. In the touring bodies, excepting the "2-35" salon touring, and in all of the six-

golas and verandas, the Dutch room, with its quaint decorations, and the pool. Then we took the car again, for we wanted to see the beauty spots immediately near; to see the huge vegetable gardens that we had been told about; to inspect the greenhouses, the old-fashioned flower gardens and the splendid golf links near by.

By this time lunch was served. So we went back to the Lodge. But, delightful as our rest was, we were anxious to get back on the road. At 2:30, then, we started out again. We had decided to go up to Lake Mahopac. The beauty of the ride and the all around pleasure of it are never to be forgotten.

At once we were on good roads. Every one, even the car, felt the joy of the open. And the roads led from one scene of simply exquisite beauty to another. First we passed Echo Lake. We had been going through wooded hills, the road making one sharp curve after another. But there were not many out on the road, so we were making good time. A sudden curve, and we had almost passed this wonder spot without seeing it. A tiny lake, almost hidden by trees that overhung its shores, its waters were not ruffled by even a stray breeze. Two little lone islands stood sentinel at the far end. It is a spot you do not want to leave.

Seventy Miles an Hour and a Lost Hat.

Just after passing the lake the driver speeded up a bit, and the speedometer was just showing seventy miles, when zip! and off blew his hat. We thought he would slow down and go back to pick it up, as it was a perfectly good looking straw hat. Instead, without even a hesitation or a flicker of an eyelash, he fished a black and white check cap from his pocket and pulled it on his head, muttering, "Never go back for a hat." We wondered if he would have gone home bareheaded if his cap had blown off, too. Even when we were going seventy miles an hour through the hilly country there was no feeling of uneasiness; there was just the sensation of pleasant speed and confidence in the dependability of the car.

Soon we came to Croton Lake, and our road lay on the east shore. The breeze from off the water was deliciously cool. And the beauty of the place—well, you just have to go there yourself to appreciate it. Suddenly the road turned into a little canyon leading to Yorktown Heights. Here the walls were so steep and the trees so thick that not even a ray of sun penetrated to the bottom of the ravine. You can imagine how cool it was. Then the road began to climb till it was running right along the sides of the hills, with the open, beautiful valleys below. Past Amawalk station and the Muscoet reservoir we sped along. Now the road led through fragrant apple orchards that hung thick with tempting fruit. On through Baldwin Place and the shady winding roads bordered with tall, leafy trees until we suddenly dropped into a valley, with other hills and miniature valleys spreading before.

At Lake Mahopac.

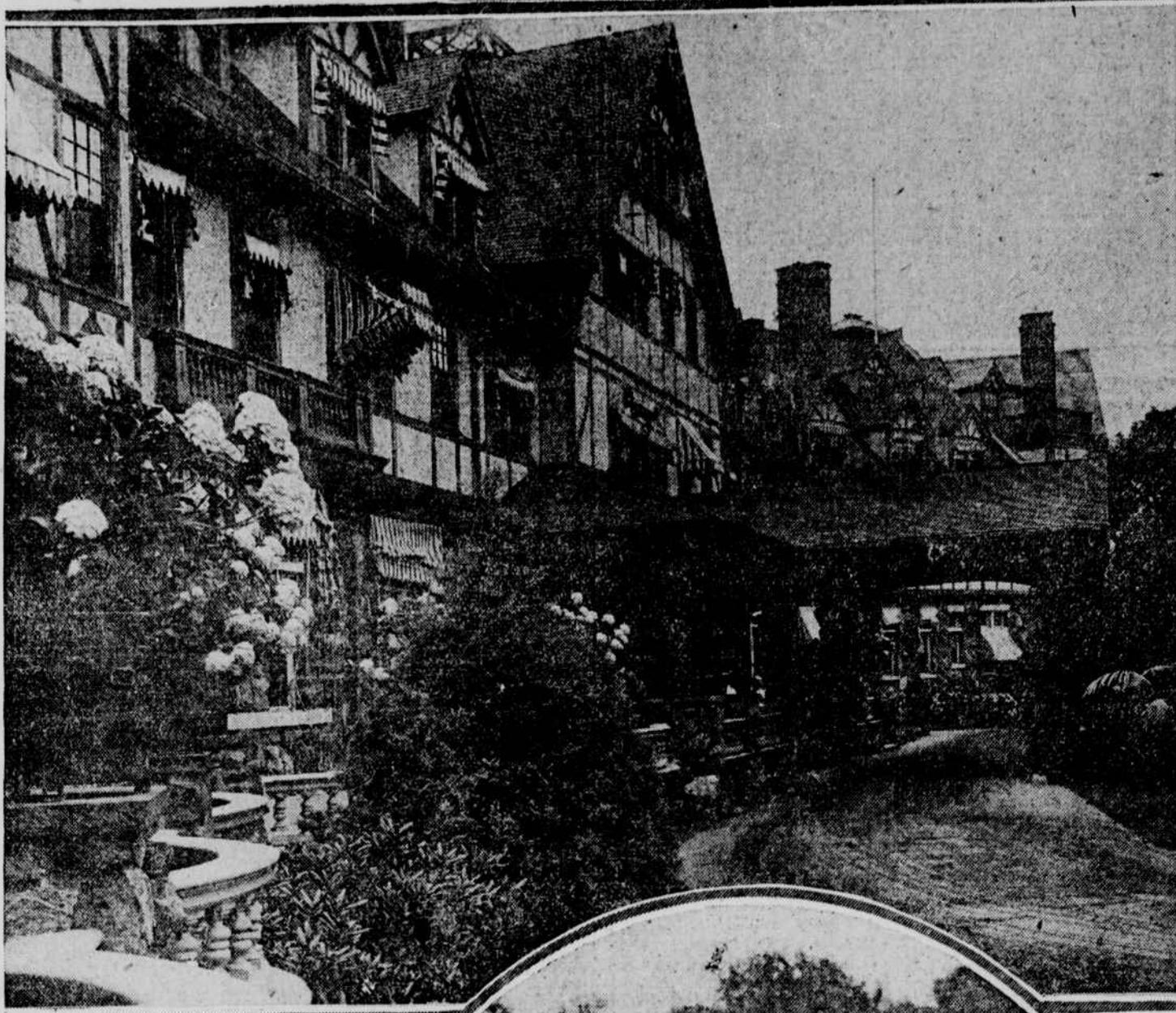
A sudden turn in the road, and Mahopac was revealed before us. This is another exquisite spot—a clear, limpid body of water cut by long, jagged points of land, with an occasional green island. It is one of those spots that fairly inspire you. Its beauty just seemed to come as a climax to our happy day.

But beautiful as it was, we could not linger long. So after inquiring for good roads we started back toward Croton Falls. We all wondered, if these were good roads, what had roads would be. But the country was beautiful and the car easy riding, so we did not mind. In fact, the sun had made us so drowsy that two of us in the back seat had a little nap, rough roads or no. Back through Croton Falls, Golden's

passenger inclosed bodies, the folding seats are of the forward disappearing type.

Probably the most noteworthy change from the mechanical point of view is the unique water circulation system. In the place of the water being expelled from the forward ends of the cylinder blocks, as is customary with V-type motors, the gas intake manifold has been bored out to permit all water from the cylinder jackets to be circulated through this manifold and thence to the radiator through a single tube at the centre.

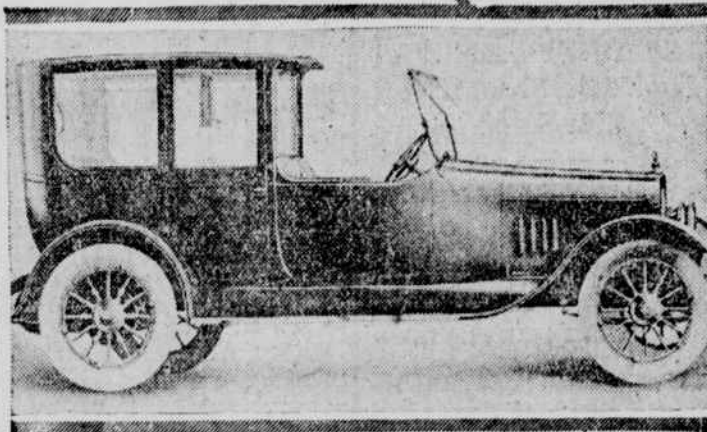
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PORTE-COCHERE AT BRIARCLIFF LODGE.

Bridge, down to Katonah and Mt. Kisco, and we were at the old Briarcliff racecourse. We had wondered how our driver could make the time he did over these winding roads, but when he told of driving in the old Briarcliff races it was all explained.

All the country we were going through was of exceptional beauty, but here we found the most beautiful spots of all. A new macadam road, almost unknown to motorists, brought us to Pines Bridge, and by following the valley road we were at Briarcliff. Just a few minutes' stop, then on the road again. Coming back, the sun was getting low and the shady roads were more lovely than even in the morning. We followed the Albany Post Road all the way in. Arriving in New York at 7 o'clock, we found that the car had averaged 13.6 miles to the gallon for the day.



A HANDSOME 1917 H-A-L MODEL.

Costs 2 Cents a Mile on Rocky Mt. Trip

R. C. Johnston, of Waxahachie, Texas, has just written to the Overland factory, at Toledo, of his 2,400-mile trip through the Rocky Mountain region in a Willys-Knight Model 84-B. "Although there were four of us in the party," wrote Mr. Johnston, "and we carried a complete camping outfit, we consumed only \$48 worth of gasoline and oil, an average cost of two cents a mile. We are very proud of this record."

Otto Hagel and son, of Los Angeles, are in the East in a Ford car that is certainly a novelty, inasmuch as it solves the problem of cheap transportation without a doubt. The book which the tourists keep shows that they had burned up just \$38.18 worth of gas between Los Angeles and the Splitdorf Electrical Company's factory at Newark, N. J. They followed what is known as the Southern route, and will return over the Lincoln Highway.

Chevrolet Plans Big Service Building

Plans for a gigantic automobile storage and service building in New York City are being formulated by interests identified with W. C. Durant, president of the Chevrolet Motor Company and of the General Motors Company. It will provide close to a half million square feet of floor space and solve the storage and service problems of many New York automobile dealers and distributors. According to the plans, this building will occupy the entire plot of ground on Eleventh Avenue extending from Fifty-fifth to Fifty-sixth Street, with a 200-foot frontage on the avenue and on each street.

The business of the Redden Motor Truck Company has been vaulting along at such speed that they have just recapitalized for \$500,000 in order to permit still further increase in their manufacturing and advertising programme.

King 8 Makes Fuel Economy Test

The King Eight comes again to the fore in an interesting demonstration of its great utility and economy. Not satisfied with its non-stop run of 10,850 miles at Sheephead Bay Speedway, its mountain climbs in high gear and its intercity runs in high gear over all kinds of roads, officials of the company last week sent the car on the longest fuel economy run ever made under actual

touring conditions from Pittsburgh to Milwaukee. The American Automobile Association ran this fuel economy test under rules and regulations that would give the King Eight a gasoline record such as an owner would obtain in touring. A maximum economy record in this sanction was not required.

The regular stock seven-passenger, eight-cylinder King averaged 14,658 miles to a gallon of gasoline and 962.4 miles to a gallon of oil. The run was in charge of F. E. Edwards, of the technical committee of the American Automobile Association, with H. A. Tarantous, of New York, as observer.

QUERIES AND ANSWERS

The co-operation of the heads of the various automobile service departments makes it possible for The Tribune to offer its readers expert advice on any question pertaining to their cars. In this way every question that is asked is answered by a specialist.

A. K. M.—I recently examined the clutch compartment of my Chandler Six and found that the oil plug had been removed from the bottom of the case. Kindly let me know if this is all right.

It is correct for the plug to be out of the hole, because the thrust bearing in the clutch is oiled from the centre of the shaft. The dry clutch must not be touched by oil, and in order to keep any oil from getting in, a hole is put there to drain off the surplus oil that comes from off the thrust bearing.

The reason that the hole is threaded is because a clutch was formerly used that required one pint of oil. Now that a dry disk is used, however, no oil is required, but the same case is being used.

Will you also tell me whether lubricating my Hartford shock absorbers that are stiff will make the car ride any easier? They are exactly as they were adjusted by the factory when I received the car.

No, do not lubricate them. Ease the nut that is attached to the hinge belt. That will remedy the stiffness.

Francis H. Bonner, manager Brady-Murray service department.

E. H.—What is the bore, stroke and revolution per minute, also the compression and size of valve of a 12-cylinder Pathfinder?

The bore and stroke are 2 3/4 x 5. At top speed there are 3,400 revolutions per minute, but at 2,800 revo-

lutions the greatest horsepower is developed. The compression averages about 65 pounds, and the valve is 1 1/2 inch.—Victor Alexander, manager Pathfinder service department.

L. B. D.—The generator on my 8-cylinder Oldsmobile seems to have only one oil hole. All the other motors I have seen are oiled at both ends of the armature. Kindly let me know why no oil hole is provided at the other end of the generator.

The reason that only one end of the generator has an oil hole is that the other end is taken care of by the driving chain, which throws up enough oil to properly lubricate it. The 4-cylinder models, however, are taken care of differently. They have two oil holes on the generator.—W. B. Snyder, manager Oldsmobile service department.

H. F. D.—My Remy magneto on my Buick acts very peculiar. When the spark is fully advanced, even if the car is only going at a mod-

erate speed, the magneto fires perfectly. If, however, I leave the spark control at any point except at the extreme top of the circle, the firing is erratic and ceases entirely. I have had the carburetor carefully adjusted, and the perfect operation of my car at the full advance is proof that the trouble does not lie there. Can you give me any advice?

Your magneto probably needs re-magnetizing. At low speed it is not strong enough to carry the spark properly, and at high speed there is enough current generated to carry it along without making the motor miss.—W. F. Russell, manager Buick service department.

U. F. S.—The front axle of my Chandler tilts backward slightly. I have recently seen the same thing on the Chalmers. Is this all right, or should it be straightened? If so, how?

This is all right. It is built so to make steering easier.—Francis H. Bonner, manager Brady-Murray service department.

The most sensational event in automobile circles since the announcement of the reduced Ford prices on August 1 is the introduction of the new Ford models, which embody several radical changes in the familiar Ford lines.

The new cars are of graceful streamline design, and are equipped with sweeping crown fenders, both front and rear. The radiator is larger to give greater cooling capacity. The car is finished entirely in black, with nickel-plated hub caps and radiator cap, and is equipped with non-skid tires on the rear wheels. In fact, it appears that the Ford Motor Company has produced in this new model a car which for beauty of design will make it distinctive among motor cars.

There has been no change made in the chassis or the Ford motor, with its record of over 1,500,000 in active daily use. Similar changes in design have been made in all Ford models.

Woman Completes 3,600 Mile Run

Crosses Continent in 'Olds' Unaccompanied — 580 Miles in One Day.

Since her arrival in New York after establishing a new record by making a 3,600-mile run across the continent alone in an Oldsmobile roadster in 11 days 5 hours and 45 minutes, Miss Amanda Preuss has been kept busy receiving notes and telegrams of congratulations not only from New York but from towns and cities all over the United States.

Miss Preuss has broken all records for women motorists by thirty-three days. In order to do this she was obliged to travel on an average of 300 miles a day, though at times she was able to exceed even that, accomplishing as much as 580 miles in one day.

She commented on the difference in the attitude of the people of the East from those of the West as regards making long and strenuous trips. "Out West they realize better than they do here just what a trip of that kind means, but they never discouraged me. They were always sure I could do it, and they made me feel that way, too; but after I reached Pittsburgh there was an entirely different attitude. 'It was all right if I wanted to try' they said, 'but it was pretty hard going, and they didn't think I could make it.' They didn't seem to realize what I had been through before."

Miss Preuss arrived at the Forty-second Street ferry at 2:45 p. m., August 19, looking fresh and happy.

News and Notes

Eddie Rickenbacher, king of the mile tracks in 1915 and divider of the speed king's throne with Gil Anderson in the same year, will drive a Maxwell race car in the harvest auto racing class on the Indianapolis Motor Speedway on September 9. Rickenbacher has been racing extensively this season, and has proved that his car is just as fast and that he is just as good a driver as last season.

The White car in which he rides just won the 300-mile race at Tacoma and made Eddie \$4,000 richer. He is on his way to Indianapolis at the present time with the car, and will begin preparations for the September meeting.

Norris N. Mason, of the Mason Motor Car Company, metropolitan distributor for the Ross Eight, has announced that the Ross product for 1917 appears in a new dress that is in accord with the latest body fashions. The modern double cowl effect has been worked out at the back of the front seat and the hood slopes into the cowl without a break, the radiator shell also sloping to the hood in a pleasing manner. The doors are wide and fit snugly and there is enough rake to the steering column to assist in giving the racy appearance so often sought by designers, but seldom attained.

Perhaps the largest single order for automobile trucks placed in this country since the outbreak of the war was called to Gaston, Williams & Wigmore, of 140 Broadway, on Friday by one of the Allied governments. The order is for Peerless motor trucks, and will run into many millions of dollars.

Model 10, the first truck marketed by the Denmore Motor Company, Cleveland, is said to be the only truck with self-starter and electric lights, made possible by using a special spring cushion cradle to protect

the battery from vibration and road shocks.

Against the advice of friends and contrary to the past performances of any motor car, C. L. Butler, of Berkeley, Cal., in a Peerless "8," manufactured by the Peerless Motor Car Company, of Cleveland, has made a record run in the Yosemite Valley which is the envy of all automobile men. In spite of dangerous turns, tricky roads and rigid driving laws, Butler, with a companion, made the round trip from Oakland, Cal., to the Yosemite Valley and return, a trip which ordinarily takes two days each way, in 19 hours and 15 minutes.

In order to determine the strength and stretching ability of United States red inner tubes, the United States Tire Company has instituted what they are pleased to call an explosion test.

A tube which ordinarily under road conditions withstands a total internal pressure of from 80 to 100 pounds, as recorded by the tire gauge, was inflated practically to the bursting point. During the inflation a pressure recording chart was attached to the tube. The tube was subjected to a total internal pressure of 40,000 pounds.

On August 11 the Ford Motor Company opened its four story branch factory in Oklahoma City, and the city was virtually turned over to Fords and Ford owners. By 10:30 o'clock in the morning more than 8,000 persons had registered at the factory and passed in to see Ford cars being made. At noon the Ford Motor Company served luncheon to over 5,000 agents and visitors. During the course of the day \$11,000,000 worth of Ford cars were contracted for, as much business as most motor companies are proud of doing in a year.

Pierce-Arrow Gives Full Pay to All

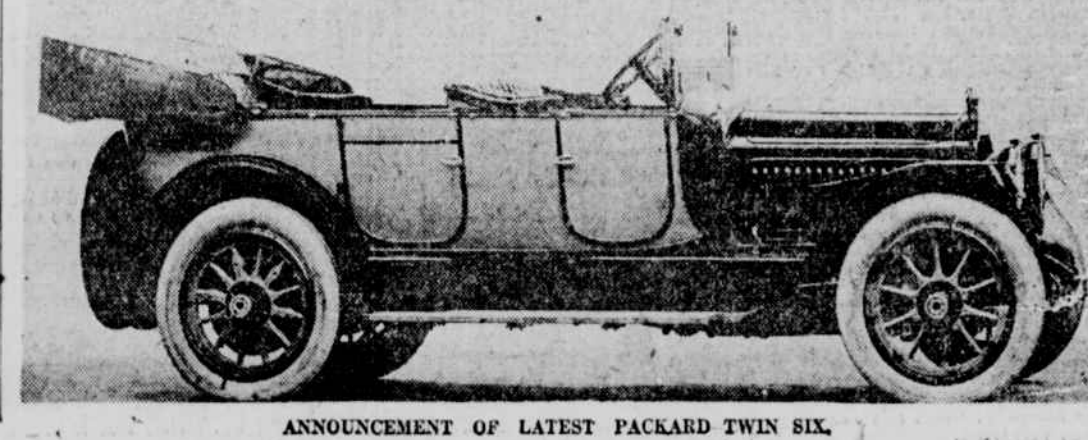
Some weeks ago the Pierce-Arrow Motor Car Company announced that members of the National Guard in its employ, when called for duty at the Mexican border, would be paid by the company during their absence on the basis of full wage to married men and half wage to single men, subject to deduction of the sum received from the Federal government. In addition, their former position were guaranteed them upon return. At a recent meeting of the board of directors it was further decided to make no distinction between the married and single men, so that the latter will now receive full instead of half wage, with the deduction noted above.

New Ford Model Has Streamline Design

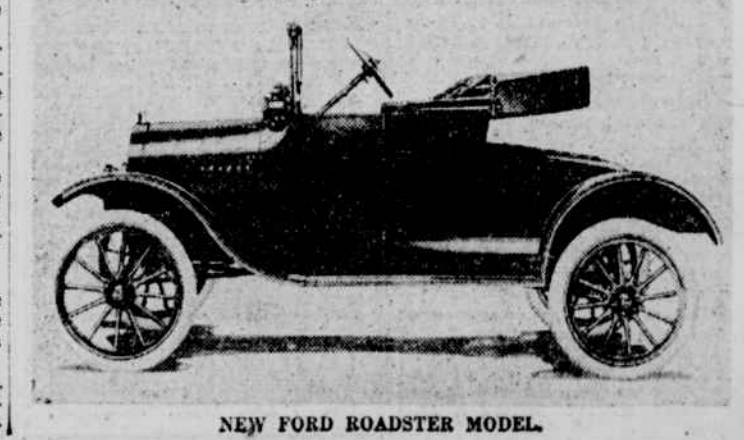
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ANNOUNCEMENT OF LATEST PACKARD TWIN SIX.



NEW FORD ROADSTER MODEL.